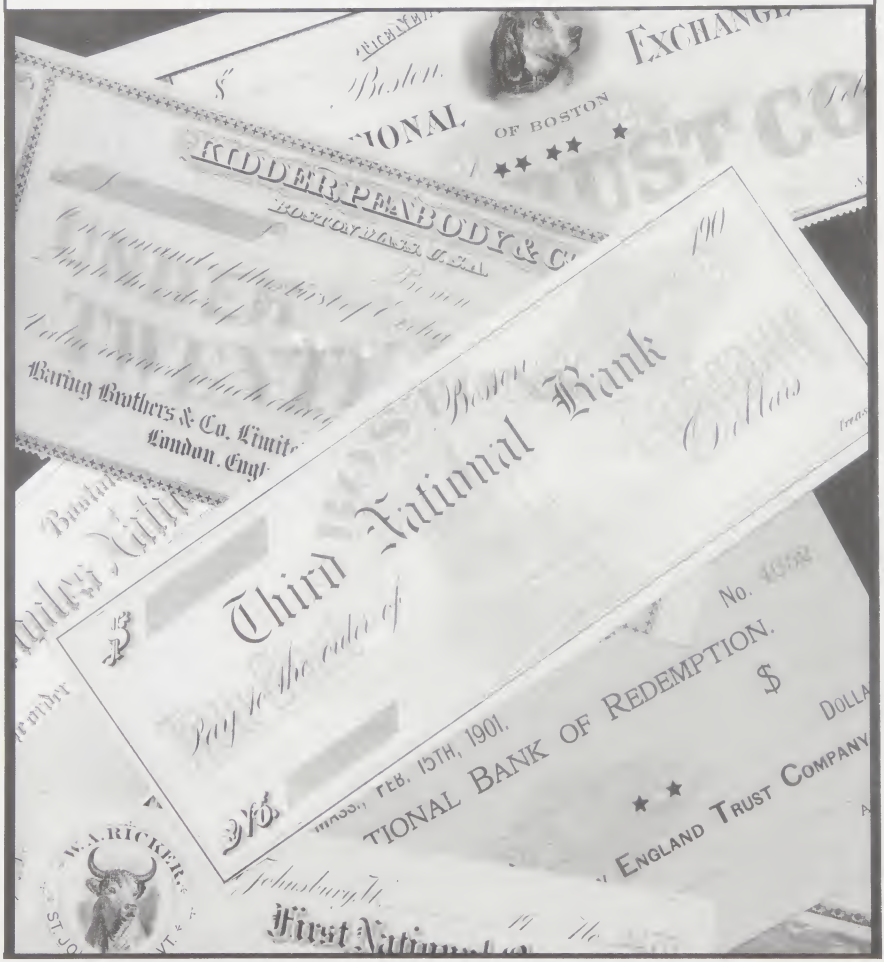
THE CHECK COLLECTOR

July - September 2005 | The Journal of THE AMERICAN SOCIETY OF CHECK COLLECTORS, INC. | Number 75



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To our members:

Write something for *The Check Collector*! We need articles about checks, check-related subjects, and fiscal documents.

We retype all material. Illustrations require an **original** or a **good, clear, black and white copy, preferably as large as can be obtained**. Original checks sent in are copied and returned carefully. Any questions, ask the Editor!

To our advertisers:

Deadline for advertising copy to run in the October-December issue of *The Check Collector* is November 15.

The Check Collector is an effective means of reaching the check collecting hobby, and our membership of collectors and dealers of checks and related financial documents. It contains feature articles about checks and check collecting and news about the hobby.

Advertising orders must be paid in advance and shall be restricted to checks and related fiscal documents, publications, accessories and supplies. The ASCC accepts advertising in good faith, reserving the right to edit copy. Copy for ads must be camera-ready or the Editor will set it as best he can.

ASCC assumes no financial responsibility for typographical errors in advertising. However, it will reprint that portion of an advertisement in which a typographical error appeared upon prompt notification of such error.

All advertisements and payments should be submitted to the Treasurer.

Contents

4 Modern Checks - *Sowards*
6 Find on the Internet - Pitt Cooke
7 Mill Valley/Mt. Tamalpais Scenic - *Leifer*
9 Revenue Stamped Paper Exhibit - *Hohertz*
19 1843 Draft - *Stein*
20 Letter to the Editor - *Whiting*
23 Letter to the Editor - *Adams*
32 Letter to the Editor - *?*
24 Announcements
25 Secretary's Report
26 Member Exchange
26 Find on the Internet - Gast Fac
27 Find on the Internet - Grain Check

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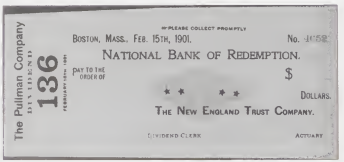

Since none of you have objected (to my face, at least) to my plan of running my exhibit of Spanish American War revenue stamped paper in *TCC* over the next several years, it begins in this issue. It will be a challenge, as many of my exhibit pages are double size. Since I must rethink the presentation, I am not going to adhere strictly to the exhibit layout. Some items that could not be included in it for reasons of space or possible redundancy may be incorporated here.

The cover shows a number of the odd, star-punched, unused checks found with Spanish American War imprinted revenues. These particular ones are not now in my exhibit, although others are. More on them on the Announcements page.

Advertising rates are as follows:
One quarter page $25.00/issue
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$10 discount for four issues paid at once.

THE AMERICAN SOCIETY OF CHECK COLLECTORS, INC.

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$5 in looseleaf form - order from William G. Kanowsky, address above.

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2. Checks, USA
3. US Government Checks
4. Miscellaneous Fiscals:
   - Bank Drafts
   - Bills of Exchange
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   - Promissory Notes
   - Warrants
   - Receipts
5. Checks, Great Britian
6. Checks, Canada
7. Checks, World
8. Travelers Checks & Money Orders
9. Specimen Checks
10. Ration Checks
11. Refund/Rebate Checks
12. Other
14. Counter & Modern Checks
20. Vignettes
21. Autographs
22. Railroads, Steamboats, Mining
23. Banking History
24. Security Printing & Printers
25. Check Protectors & Canceling Devices
26. Wells Fargo History
30. Stock & Bond Certificates
31. Revenue Stamped Documents
32. Emergency Scrip

Locally-Related Modern Checks

by Neil Sowards

I read with interest Saul Zalesch's article on Designer Checks: Collectibles and Works of Art. I have never scorned people who collect them. Most designer checks are quite beautiful and well designed. In the area of check collecting, I am an advocate of complete freedom. If you like it, then collect it.

I am sure every check collector has endured treatment ranging from puzzlement to scorn when they tell other numismatic collectors they collect checks. So be it. Their loss.

While Mr. Zalesch shared many different ads he has collected, I wish he had done some compilation of how many different Designer checks were available in each of these advertisements.

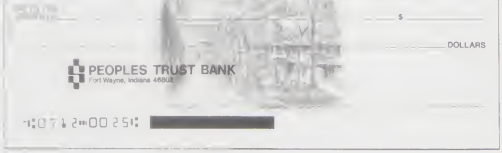
In a recent advertisement in our Sunday newspaper I counted 100 different designs in one ad and 117 in another. It can be debated as to what constitutes a different design. Some have a fancy initial at the beginning of the address. Does this mean these are counted as 26 different designs? My bank offers a large choice of variety of symbols or icons that are placed before the address. Does each of these count as a different design?

For years each time I ordered checks I ordered a different design series and then I put one of each design into my collection. Most series ran from four to eight different. Looking back over my collection I find I headed toward scenic checks as opposed to 'cute' checks with teddy bears, etc.

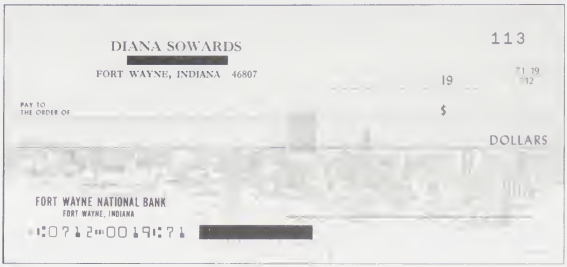
If one were lucky to collect all designer checks, it would be quite a challenge. By buying a different design series each check order, that would get you all of that series. But "Your Team Logo" checks are printed for twenty-nine different teams and each order only gets one team. Trying to get all twenty nine would be difficult, to say the least. The Designer check field is so large a collector is almost forced to specialize in a sub group such as sports, animal, scenic, patriotic, religious, native American, birds, flowers, or butterflies. There are even checks with imitations of revenue imprints.

There are at least two subgroups of this designer check field. One is checks with local scenes or designs and the other is personal checks made only for one person.

I collect checks with Fort Wayne scenes and made a special effort to get them. A local artist, Jim McBride created four local scenes for Peoples Trust Bank. Peoples Trust Bank was a local bank. And Fort Wayne National Bank had a check with their building in the center and showing it to be the tallest building in Fort Wayne, which it was at the time of issue. I felt collecting these checks was a logical extension of my local Civil War tokens and Fort Wayne merchant "Good for" tokens.

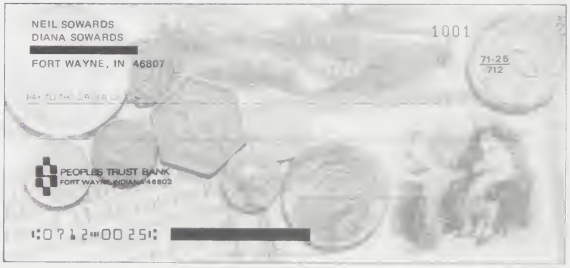


Riverside Rose Garden by James McBride. Fort Wayne Parks Department's pride.

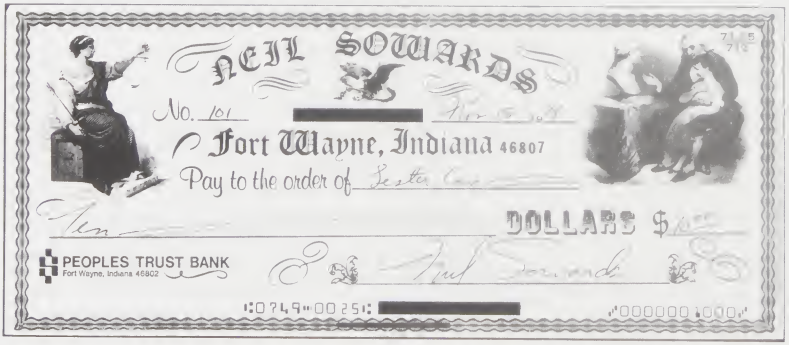


Fort Wayne skyline, looking north.

Another interesting sub group of Designer Checks are personalized checks – that is, a design that was created for a particular person and unique to that person. At one time my bank, Peoples Trust Bank, offered its customers checks made with whatever photograph the customer wanted. I took a picture of items from my collection including a railroad stock certificate, South Bend check, a Colonial note, U.S. Morgan Silver dollar, medieval English hammered coin, merchant Good For, Civil War token, Belgian Congo hexagonal 2 francs, Burma gold 2 1/2 mu coin, Vespasian Roman coin, my personal lead card, and lead Coffee House token. They used it to make checks with that photograph as the background.



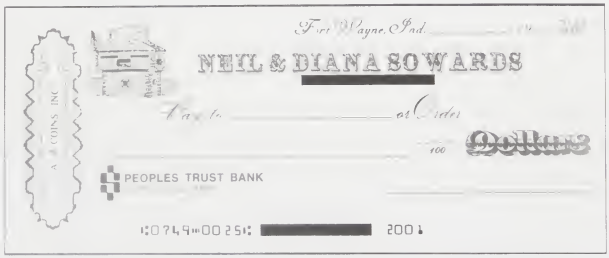
Personal check with samples of writer's collecting interests



Check with vignettes from an 1865 draft, overlaid with modern information.

I also took one of my favorite checks issued by the First National Bank of South Bend in 1865 that had three vignettes: justice with scales left, tiny eagle center, and Franklin instructing youth before the bust of Washington, and overlaid it with information related to me and the routing numbers. The bank printed the magnetic numbers of my account so the check could actually be used. (Illustration on preceding page.)

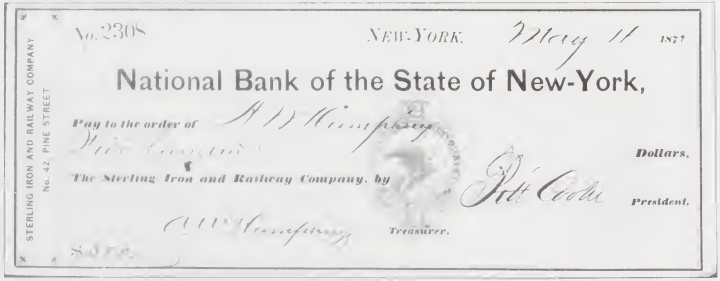
The bank continued to be cooperative and I had a friend print up checks in the style of 1830-1850 with a drawing of our reconstructed fort and lettering and stereographics of that period. The bank then imprinted them with the bank and account numbers in magnetic ink. I used them for several years.



Check in the 1830's style

So if you like Designer Checks or modern checks then collect them in any way that you want - I do!

A Find on the Internet



Signed by Pitt Cooke, born in 1819, two years before brother Jay Cooke. Both were named after English statesmen. (The third brother was named Henry.) Pitt was part of the investment house of Jay Cooke & Co. in the early 1870's and President of the Sterling Iron and Railway Company as well.

Mill Valley and Mount Tamalpais Scenic Railway

by Coleman Leifer

This stock certificate was issued by the Mill Valley and Mt. Tamalpais Scenic Railway. The railway was located in Marin County, California, just north of San Francisco.

Construction of the railway, the "Crookedest Railroad in the World", began on February 5th, 1896. The last spike was driven on August 18, 1896. The first passenger train with Mill Valley citizens aboard went up the mountain on August 22, 1896.

The original railroad road bed was 8.25 miles long with 22 trestles and 281 curves. The longest straight stretch was in the middle of the Double Bow Knot, a distance of 413 feet. The rails were 57 pound steel with redwood ties. The cost of construction was reported to be $55,000, with another $80,000 for equipment. Original equipment consisted of one Shay engine of 20 tons, one Heisler engine of 30 tons, six open canopied cars, one San Francisco cable car and two flat cars. Regular operations began August 27, 1896. The grade averaged 5% while the steepest part, just down the grade from the summit a short distance, was a modest 7%.

The Gravity Grade to upper Muir Woods from Mesa Station was 2 1/2 miles with a grade varying from 4% to 7%. One of the primary motivations for building the Gravity Car Grade was the Muir Woods Inn. Financing delays caused a change in plans and the inn was later constructed by the railroad. Operation of this segment officially began in 1907, but not on a regular basis. Shuttle service began in 1908 not long after President Teddy Roosevelt accepted title to Muir Woods for the Federal Government and it became a National Monument. This provided the impetus for heavy use of the gravity cars during 1908. Additional cars and engines were purchased at regular intervals and some of the first equipment was sold later to find use in northwest logging operations. A 25 passenger railcar was purchased to aid in the shuttle operations.

Initially, the method of operating the trains was for the engine to pull the cars. It later became clear that a safer way was for the engine to push the cars up the mountain and when the cars came down with an engine, the engine led. This had obvious safety advantages, and according to accounts of the time, it also provided better viewing ahead when the train was ascending. This procedure and the other safety measures worked to a remarkable degree for there were no passenger lives lost during the entire period of the railroad operation.

The railroad was reorganized in 1913 as the Mt. Tamalpais and Muir Woods Railway. The company had 6 locomotives including 5 Shays, 19 wooden open cars, 16 Gravity cars plus 7 other cars and coaches. The gravity car time schedule from the tavern down was 8 minutes to West Point, 12 minutes to Double Bow Knot and 14 minutes to Lee St. Station.

One of the many safety rules in effect for railroad operations was that any gravity car pulled by a locomotive that is down slope from the engine could not be occupied. Detailed safety regulations as regards speed, number of passenger-occupied cars per engine, sand introduction to clean the flues and many others were developed and must have been very effective, considering the safety record of the railroad.

Water for the boilers, for cooling the wheels and for the tavern operation was a major operating concern. All engines and gravity cars had a small tank just for applying a small jet of water to cool the wheels. A tank car was devised initially for the purpose of hauling water to the tavern from the Fern Canyon water tank. Later, a pumping station was installed about half way down the Fern Creek trail to pump water to the tavern. This station continues to pump water to East Peak today. A normal train trip up the mountain would include filling the tanks at the yard, a stop at Mesa Station for water, and another stop at Fern Canyon

The first disaster occurred in 1913. A major fire raged for 5 days. Presidio troops were called out the first day and before the fire was contained more than 7,000 firefighters were engaged in the fight. One San Francisco newspaper stated that Mill Valley was doomed. Amazingly, no railroad equipment or buildings were lost although several engines and cars were scorched. The railroad and its crews contributed significantly to controlling the fire.

In 1915 the railroad carried an average of 700 passengers per day during the summer and handsome profits were realized. The war in Europe had a negative effect on operations in 1917 and 1918, but by 1920 things were booming again. The tavern burned down in 1923, but was soon rebuilt on a less grandiose scale. The trains continued to run even when there was no tavern. When the tavern was rebuilt it was designed to serve both railroad and auto passengers.

The railroad continued to operate, although less actively, until the great fire of July 2, 1929. That fire was a near disaster for some of the equipment and the crews. Again the railroad was a critical factor in fighting the fire. Crews on the mountain were in great jeopardy and some equipment was lost. One engine was abandoned and all the woodwork was burned, but the engine was eventually put back in service. Oddly enough, the railroad was put back into service shortly after the fire, but closed permanently in 1930. Tracks were pulled up and sold. Engines were sold, mostly to logging companies. Two engines went to the Philippines. The fire was an important factor in the decision to shut the line down, but the real culprit was the automobile. Today only marked the end of an era.

Current courtesy of Robert Larson

This article was excerpted from the web site of the Mount Tamalpais Interpretive Association. (Copyright 2004). The website is www.mttam.net

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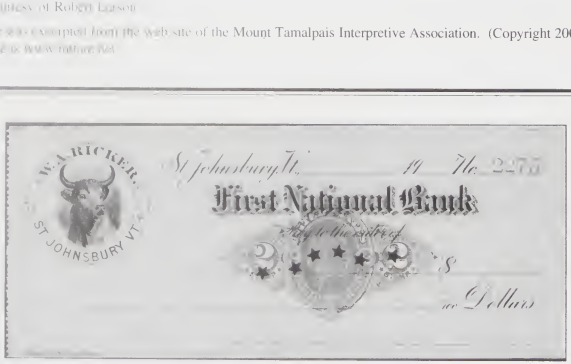


See page 24....

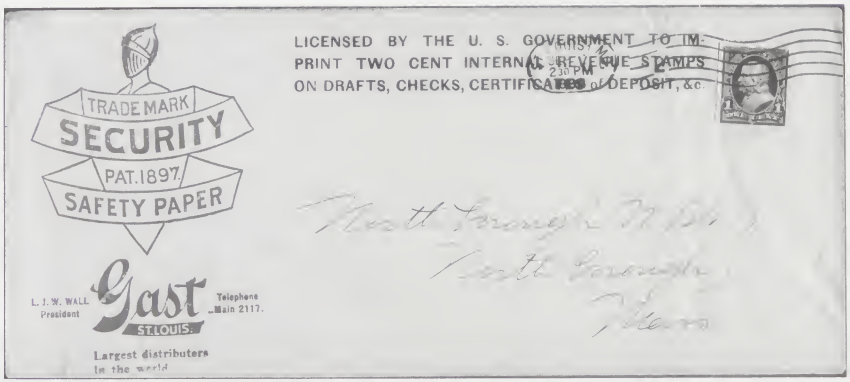
Revenue Stamped Paper of the Spanish American War Tax Era

By Bob Hohertz
(Part 1)

The United States War Revenue Act of 1898 provided for a number of stamp taxes on documentary items such as bank checks, foreign drafts, money orders, promissory notes, certificates of deposit, telegrams and receipts for goods. In addition, a tax was levied on tickets for seats in railroad parlor cars and sleeping car berths. The tax on checks and drafts payable at sight lasted for three years, from July 1, 1898 to July 1, 1901. The tax on certain other documents and railroad accommodations lasted one more year, to July 1, 1902.

These taxes could be paid using adhesive or imprinted revenues. This exhibit is concerned only with the imprinted revenues and their usage.

To obtain imprints on documents it was necessary for the user to pay the tax to the government, which would then issue an order to one of the private companies authorized to print the stamps. The user was responsible for furnishing the printed documents to the contractor, who would imprint the stamps and return the documents to the user. For 1898, 28 companies were listed as authorized contractors. The number went to 24 in 1899 and 1900, with some companies being taken off the list and others added.



September, 1898 cover from the Gast Bank Note Company advertising their license to imprint two-cent internal revenue stamps on various documents.

Gast was one of the original 28 authorized printers, and remained on the list for 1899. They do not appear for 1900.

Imprinted revenues of this tax period are known in two denominations: one cent and two cents. One-cent imprints were printed in four colors: red, green, orange and yellow. They are found primarily on parlor car tickets, but also on shipping receipts, telegrams and cablegrams.

Two-cent imprints are known in shades of orange and yellow, as well as a shade classified as olive green. These imprints are found on checks, drafts, bills of exchange, certificates of deposit, money orders, promissory notes and parlor car tickets for multiple sleeping accommodations.

Exhibit Plan:
Evolution of the design.
One-cent proofs, colors, usage.
Two-cent proofs, colors, usage, placement, errors, freaks and oddities.
End of the tax preiod, redemption.

A marker is placed in one corner of the frame for items where three or fewer copies are known.

Revenue Stamped Paper
of the Spanish American War Tax Era

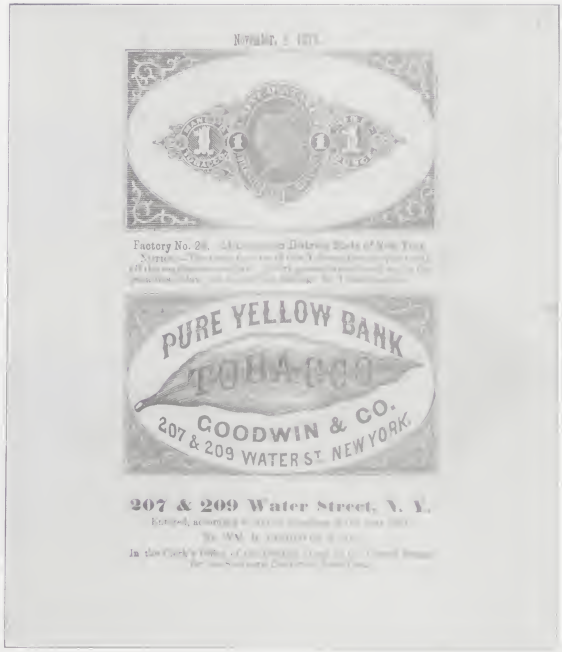
Origin of the Design

The center of the 1898 design was taken from an original created by the Bureau of Engraving and Printing for use by the printing firm of Morey and Sherwood of Chicago in 1874.

The surround of the design was taken from an 1870's vignette used in the mid-1870's, also created by the Bureau of Engraving and Printing and furnished to A. Ensteadter and Company of Boston.

Revenue Stamped Paper
of the Spanish American War Tax Era

First Use of the Imprint Design



207 & 209 Water Street, N. Y.

At some time prior to the end of 1878 a design combining the center of the Marcy and Sherwood imprint and the outside of the Trochsler imprint was developed by the Bureau of Engraving and Printing for the third set of paper and foiled tobacco wrappers. It was first used on paper wrappers such as this.

In the ovals on each side of the central liberty head the words "TWO CENTS" were replaced by "MANUFACTURED TOBACCO" on the left and "ONE OUNCE" or "TWO OUNCES" on the right. Documentary designs are only found on Pure Yellow Bank wrappers, printed in black.

With a minor alteration, this was the design used on imprinted paper from 1878 through the middle of 1907.

One-Cent Proofs

The only trial color of one-cent proof designs listed in George Turner's *Essays and Proofs of United States Revenue Stamps* was pale greenish gray. At least two such proofs exist.

The War Revenue Act of 1898 was passed on June 13 of that year, to become effective July 1. Revenue imprinted checks were available for use as early as July. The imprint design was taken directly from one used for imprinting paper and tinfoil tobacco wrappers, as shown on the previous page. The only modification was in the wording surrounding the large numerals of value. This was changed to read "DOCUMENTARY STAMP" around both numerals and modified to use colored lettering on white background.

One of the three one-cent proofs in an issued color (green) listed in Turner. The other two are printed on ticket stock and probably were not intended as proofs.

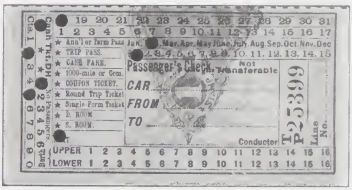
Revenue Stamped Paper
of the Spanish American War Tax Era

One-Cent Imprint Colors

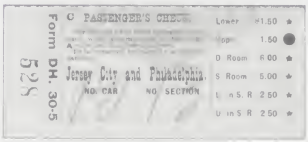
The entire range of colors known to exist for the one-cent imprint can be found on Pullman Company tickets for Parlor Car seats. Pullman was the largest operator of parlor cars, so their use of imprinted tickets was economically feasible. The items on this page are all used ticket stubs.

Pale red

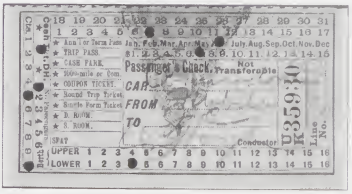
Green



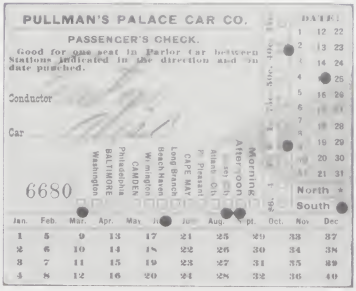
Dark red



Yellow



Orange red



Orange

[The background on the dark red imprint stub is green, on the orange red imprint stub, yellow, and on the orange imprint stub, pale orange.]

Revenue Stamped Paper
of the Spanish American War Tax Era

One-Cent Imprint Usage
Parlor Car Tickets

Section 28 of the 1898 Act: *"That from and after the first day of July, eighteen hundred and ninety-eight, a stamp tax of one cent shall be levied and collected on every seat sold in a palace or parlor car and on every berth sold in a sleeping car, the stamp to be affixed to the ticket and paid by the company issuing the same."*

A number of railroads and parlor car providers paid this tax using adhesive revenues. We know of eight companies that used imprinted revenues.

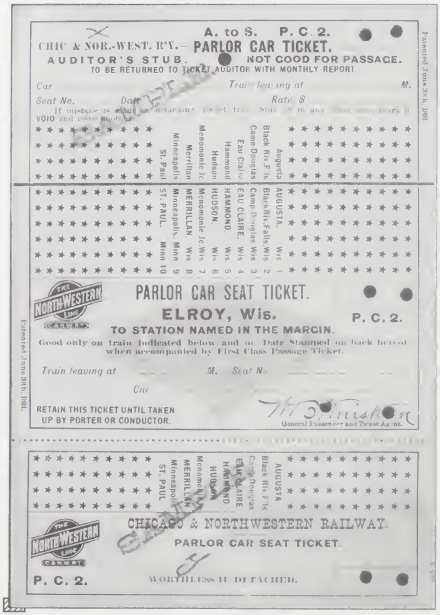
The items above were the property of the printing house that produced the Chicago and Northwestern Railway tickets. These either were samples (they are the other two "proofs" listed by Turner) or were printed in error on blank sheets that were used in the normal stocks of tickets to keep them clean. When employees of the railroad were questioned on the matter in 1908 they could not remember which was the correct explanation, but claimed these were probably samples since they did not think they had ever used green imprints. As can be seen from the used example on the next page, they were mistaken.

[The top item has an orange imprint on a yellow background, and the bottom one has a green imprint on yellow. The tickets on the next page are the same - yellow backgrounds, orange revenue on the entire and green on the used stub.]

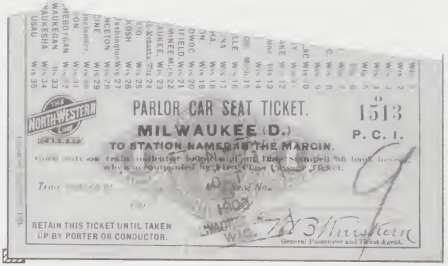
Revenue Stamped Paper
of the Spanish American War Tax Era

One-Cent Imprint Usage
Parlor Car Tickets

Much of the information we have on the imprinted tickets was garnered by Henry N. Mudge when, in 1907, he wrote to twenty-five companies he believed were the only ones operating parlor cars during the tax period to ask if they could send him used tickets or samples. The Chicago and Northwestern Railway was one of these. Mudge's records show that they sent him something, but not what they sent.


A. to S. P. C. 2.
CHIC & NOR.-WEST. RY.— PARLOR CAR TICKET.
AUDITOR'S STUB. NOT GOOD FOR PASSAGE.
TO BE RETURNED TO TICKET AUDITOR WITH MONTHLY REPORT
Car
Train leaving at
M.
Seat No.
Date
Rate, $
Patented June 9th, 1891
PARLOR CAR SEAT TICKET.
ELROY, Wis.
P. C. 2.
TO STATION NAMED IN THE MARGIN.
Good only on train indicated below and on Date Stamped on back hereof when accompanied by First Class Passage Ticket.
Train leaving at
M. Seat No.
Car
RETAIN THIS TICKET UNTIL TAKEN UP BY PORTER OR CONDUCTOR.
General Passenger and Ticket Agent.
CHICAGO & NORTHWESTERN RAILWAY.
PARLOR CAR SEAT TICKET.
P. C. 2.
WORTHLESS IF DETACHED.

The North-Western used "simplex" tickets. For a parlor car seat on a trip only on that line the ticket was printed on a one-part form and a special simplex cutter was used to divide it into two parts, the top being the auditor's stub and the bottom, with the entire imprinted revenue on it, being the porter's or conductor's stub. The passenger would not have retained any part of it. A similar ticket arrangement was used when an interline transfer was involved. In such a ticket there was a section below the part with the revenue, with a perforation separating the sections. The original line conductor would have torn off the bottom part and retained it.

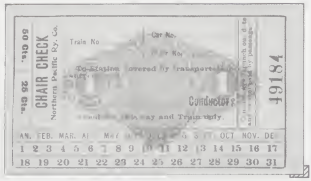

PARLOR CAR SEAT TICKET.
MILWAUKEE (D.)
TO STATION NAMED IN THE MARGIN.
1513
P. C. 1.
RETAIN THIS TICKET UNTIL TAKEN UP BY PORTER OR CONDUCTOR.
General Passenger and Ticket Agent.

A used single-line ticket stub. This should have been collected by the railroad.

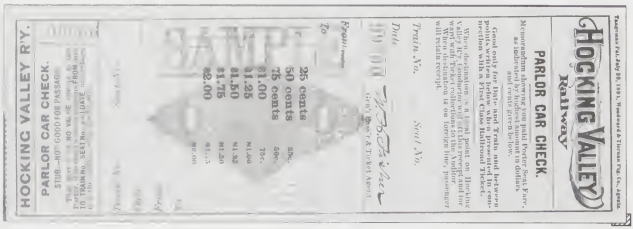
Revenue Stamped Paper
of the Spanish American War Tax Era

One-Cent Imprint Usage
Parlor Car Tickets

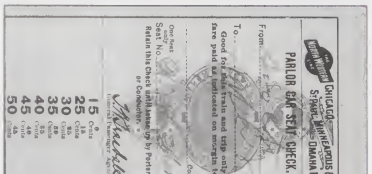
Tickets were printed in various forms, from one-part to four-part. The revenue imprint was often placed so it would be separated into two or more parts when the ticket was used. The examples on this page were one-part tickets.


CHAIR CHECK
Northern Pacific Ry. Co.
Train No.
Car No.
Chair No.
To destination covered by transported ticket
Conductor
49184
AN. FEB. MAR. AI
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17
18 19 20 21 22 23 24 25 26 27 28 29 30 31

This Northern Pacific Railway chair check is the only known unused one-part revenue imprinted ticket that would have been punched and kept in one piece. No used copies known.



The Hocking Valley ticket was designed to be cut apart when used. A used copy would look much like the one at the bottom of the page and be collected by a porter or conductor. No other copies known.



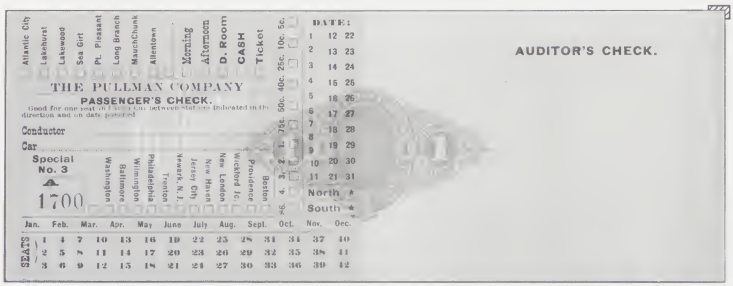
The Chicago and Northwestern Railway owned a controlling interest in the Chicago, Saint Paul, Minneapolis and Omaha Railway during the tax period. This ticket with the Northwestern logo was issued but not used. It is designed so the entire imprint is on the portion held for a time by the buyer, but that section would have been collected by the porter or conductor during the trip. Only example known.

[The revenue imprints on all three tickets are green.]

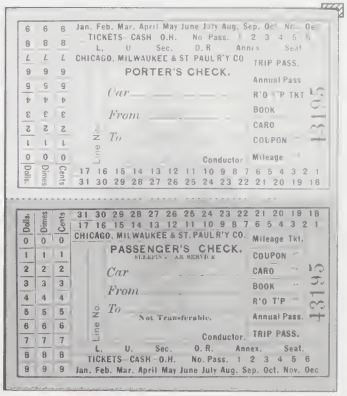
Revenue Stamped Paper
of the Spanish American War Tax Era

One-Cent Imprint Usage
Parlor Car Tickets

Examples of two-part tickets, believed to have been sold on the trains rather than by ticket agents prior to a trip. They represent three different companies.

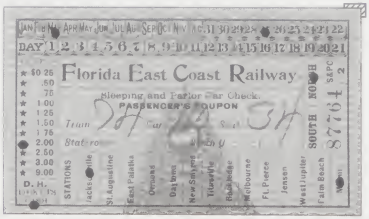


The luxury railroad car business was a leasing operation by 1900. The Pullman Company owned 3,879 cars during that year, while there were only 393 railroad-operated sleepers or other luxury cars. The majority of imprinted tickets were used by Pullman. The example above is the only known unused two-part ticket with a horizontal green imprinted revenue.



The Chicago, Milwaukee & St. Paul Railway contracted with Pullman until 1890, when it broke off and began to operate its own cars. The ticket style it used during the Spanish American War tax period was similar to that of the medium size two-part Pullman ticket, with the revenue imprinted vertically.

The stub below is one of the two known existing copies from the Florida East Coast Railway. This line did not have a contract with Pullman until seven years after the tax period.



[The upper ticket has a green imprint, and the left side of the ticket is tinted pink. The ticket below it and to the left has a yellow imprint, and the bottom half of it is on green paper. The Florida and East Coast stub has a green imprint, on green safety paper.]

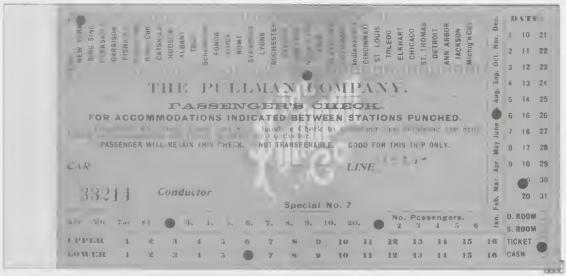
Revenue Stamped Paper
of the Spanish American War Tax Era

One-Cent Imprint Usage
Parlor Car Tickets

The Pullman Company used a number of two-part ticket designs for accommodations purchased on board the train. These generally are found with vertically imprinted revenues.

Most of the unused two-part Pullman tickets have orange imprints, unlike these in green and orange-red.

Tickets showing denominations are perfectly found in larger formats. This stub is the largest known.



[The top left ticket, with a green imprint, has a dark green bottom half. The top right, orange imprint, has a yellow bottom half. Most of the bottom stub is dark green, and the partial revenue imprint is orange.]

This is the first installment in a series designed to reprint the editor's gold-medal winning exhibit of Spanish American War revenue stamped paper. Comments in brackets were added to supply information about color.

1843 Market Report

courtesy of Leigh Stein

New Orleans December 1, 1843

Isaac P. Hazard Esq.

Dear Sir

Enclosed you will please find a Horace Bean Co's first of Exchange on Samel G. Ward Co. Boston at sight for $450

I shall have 1200 or 1500 dollars more on Monday (the fourth inst.) to remit you but as exchange is rising I concluded to buy a bill this evening for what I have on hand. I get this at 3/4 discount. Sixty day bills are at 11/2 dis. I am not in rec t of advices of shipments from you yet. It is well we did not determine to bring out a large stock this fall. Shipments of dry goods to this market, have been very heavy, too heavy for the demand and I fear that many kinds of goods must be sold at minimum rates. I hope you will be able to ship pretty largely of Cotton cottons for our spring trade and as early as you can. Also some of those Linsey's cable warp of which Mr. Rodman showed me a specimen, orange & indigo blue with other styles a good variety for spring sales. It would be well to ship some very low priced, there is a tendency to low priced goods this year. But as a general rule we want to furnish our customers a good fabric - It is very important to sustain a character for selling good cloths –

I have bought of R D. Blossman today 50,000 lbs. good mexican wool and will ship tomorrow by the Barque Baltic to James Vila. Perhaps you had better not wait for the B/L to effect insurance as it may be delayed or miscarry - I get at 9 1/2 % payable from collection in January. Freights are very low - I got this taken at less by the Captain of the Baltic than any shipping house would take it for. He was ready to sail and was desirous of filling up speedily. I pay 7/16 for the freights are higher to Boston now than New York. Cotton to N.Y. is taken at $1.25 per bate and to Boston @ 2.00 – The cotton market opens well this season. It's thought that the N.O.crop will fall short one quarter

We are having unusually warm weather and very wet. I am writing R.G.H this evening at Montgomery. Have heard nothing from Mr. Janvier or Joseph since I arrived.

Respectfully yours
Henry R Green Jr.

My address for the present is Care of Ralph King

Addressed to Mr. I.P. Hazard, Peace Dale, Rhode Island and sent from Mobile, Ala., Dec 4 with a Way 21 marking.

Letter to the Editor

President Hohertz,

Your article on Lee's pallbearers prompts me to write to you.

First, re the Missouri Certificate on page 23 of the April-June TCC. It is for service in the Civil War. See pages 175-6 of *Confederate States Currency*, 1976 edition, by Grover Criswell.

Concerning the pallbearers, Joseph Steele and William White were elected county officials in the 1850's.

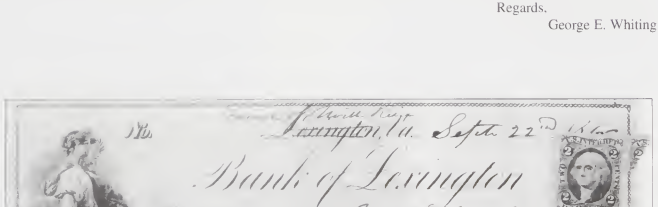
J.P.Moore was 1st Lt. of Kerr's (pronounced "cars") Creek Confederates, Company G 58th Infantry and later Captain of the Rockbridge Artillery, May 1862 to August 1864. Disabled by battle wounds, he was retired from field service and assigned to duty as commandant of the military post at Lexington.

Pallbearer J.C. Boude lost a leg at Chancellorsville.

There is only one Rockbridge County in the United States.

I am sending you machine copies of checks with Rockbridge history and tax stamps that appear to me to be unusual.

Regards,
George E. Whiting

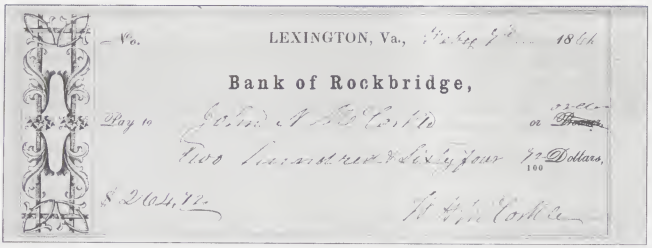


Edward Echols, Brother of General John Echols, C.S.A. Edward served in the Commissary Department, C.S.A. at Lynchburg.

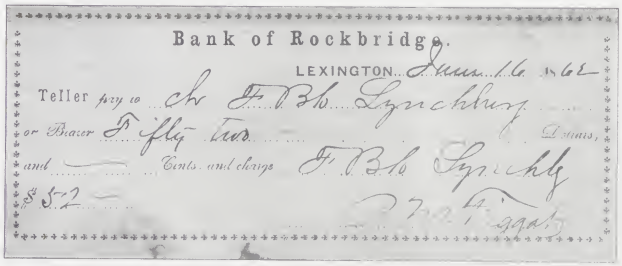
Endorsed by the payee General John Echols, who was commander of C.S. Left at the Battle of New Market, Virginia, May 15, 1864. (This was the battle in which the V.M.I. Corps of Cadets played a prominent part.)

The check was printed by A. Hoen & Co., Baltimore. The dateline was altered to read "Mouth of North River" (the Maury).

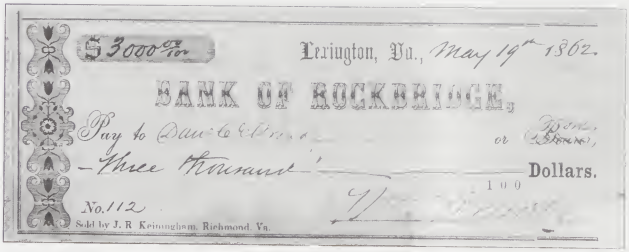
[Editor's note – a selection appears on this and the next two pages.]



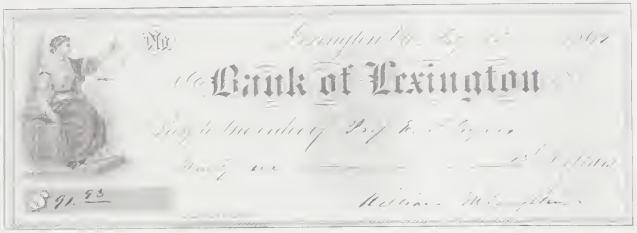
Payee was John N. McCorkle. Lexington citizen. Governor of West Virginia, he crusaded for just treatment of African Americans.



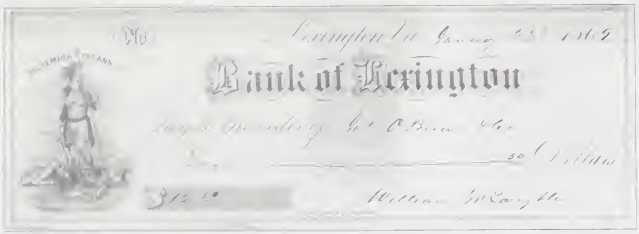
Signed by Charles M. Figgat, who absconded with the entire assets of the bank in February, 1895. Never Caught.

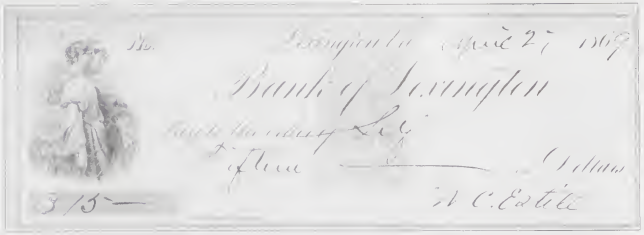


The payee is Daniel C.E. Brady, Master of Buffalo Forge, written about in *Bonds of Iron: Master and Slave at Buffalo Forge*, Charles B. Dew.



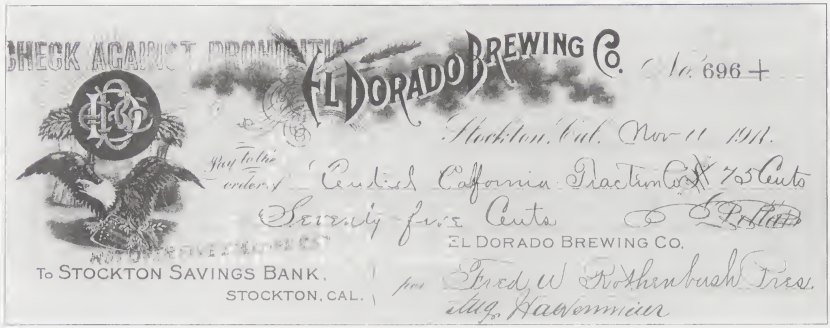
Written to Professor Joynes who taught at Washington College.





A. Hoen & Company had a good number of vignettes to offer its customers.

Letter to the Editor

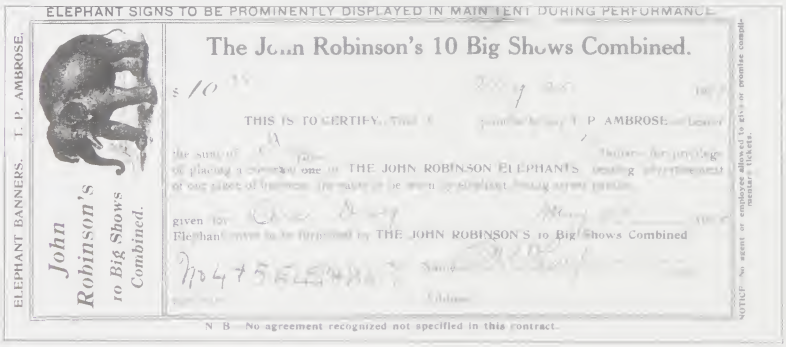


Dear Mr. Hohertz:

I collect soft-drink and brewery company checks, and recently found this California El Dorado Brewing Company check from 1911. It has an interesting rubber stamped message on it that I haven't seen before, "Check Against Prohibition." Perhaps this is of interest to other ASCC members.

Regards,
Jim Adams

Letter to the Editor


ELEPHANT SIGNS TO BE PROMINENTLY DISPLAYED IN MAIN TENT DURING PERFORMANCE
ELEPHANT BANNERS. T. P. AMBROSE.
John Robinson's 10 Big Shows Combined.
The John Robinson's 10 Big Shows Combined.
THIS IS TO CERTIFY
T. P. AMBROSE
THE JOHN ROBINSON ELEPHANTS
given for
Elephant signs to be furnished by THE JOHN ROBINSON'S 10 Big Shows Combined
No 475 ELEPHANT
NOTICE—No agent or employee allowed to give or promise complimentary tickets.
N B—No agreement recognized not specified in this contract.

Hi, Everyone!

I thought that this check (sic) could be of interest to your readers. It is for advertising on the back of an elephant! Actually, four or five elephants!

(No signature on the note, and I lost the envelope! Anyone want to claim the honor? - Editor.)

Announcements

Address. I have an address again, after having been of no fixed abode for several weeks. It is on page 2. Now articles can begin flowing in again.

Advertising Manager. Our Treasurer, Dick Naven, has consented to become Advertising Manager as well. Please direct your advertising needs to him at his postal or e-mail address on page 3.

While we are on the subject, our ad volume is at the lowest level I have seen it since becoming Editor. Like most commercial magazines, advertising income offsets some of the cost of producing The Check Collector. If you are managing a business that would interest our members, please consider placing at least a small paid advertisement.

Nominations. If there are any nominations for ASCC Board, please direct them to the Secretary before the end of the year. If there are none there will not be an election, and Lyman Hensley, Mike Kazanjian, Lee Poleske and I will be re-elected for another two-year term per our bylaws.

Concerning this and the other items on the cover, some years ago a group of unusual imprinted checks appeared. All have a row or arch of stars punched across the imprint. Many have imprints in unusual locations or are somehow defective. None are used.

These have been too well printed to be printer's waste. The only clue I have to their origins is that many are datelined Boston, and some were printed by William A. Carrie and Company of that city. Carrie and Company were the regional printer authorized to supply the revenue imprints in 1899 and 1900, so these items could have come from their files.

Other checks in this "series" have imprints both on the back and front, on the back, inverted, a strong double impression of the imprint, an imprint in the center of the check but tilted at a 45 degree angle, and one with multiple, faint impressions on the front. These will be shown when we get to that point of my exhibit, probably several years from now.

If anyone has more information on these "star-punched oddities," please write to me.

Secretary's Report

Lyman Hensley

SEPTEMBER 2005

Address Changes

Henry Schingoethe
37 S River Rd
Aurora IL 60506

Michael A Zier
12424 Shadow Ln
Bowie MD 20715

Charles Kemp
2145 Roman Ct
Warren MI 48092

George J Fink
PO Box 4
Viola DE 19979

Raymond Trupiano
19846 Weyher St
Livonia MI 48152

Reinstated

Jim Pitman #1765

Deceased

Warde Dixon
Joe Garsick on March 12, 2005, due to complications from a fall
Melvin Lembke on March 29, 2005, after a long bout with cancer
They will be missed.

New Members

1788 Bob Bergstron
1711 Driving Park Rd
Wheaton, Il 60178

7,30,31 (Mexico- stocks/bonds/checks w/revenue stamps)
From ad in ARA

1789 Richard Fleet
1570 Buckingham Close
Victoria, BC V8N5J2

4,6,12 (cross border),20,21,24,31
From a fellow member

1790 John A Staggs
PO Box 563
Bowie AZ 85605

2 (AZ, NM),4,10,20,21,22,31
From "Owning Western History"

1791 Edwin Quagliana
1615 E Boot Rd Apt L-110
West Chester NY 19380-6001

1,12 (canals),20,21,31
From Coin World Article

1792 Arthur J Mongan
12432 Pretoria Dr
Silver Spring MD 20904-1845

2,4,12(perforated or cut cancels),25,31
From ARA

1793 Fred Colcer
20117 Bald Mountain Dr
Tehachapi CA 93561

The Twentieth Annual National and World Paper Money Show will be held November 17 - 19, 2005 at the Hilton Hotel - Saint Louis Airport, 10330 Natural Bridge Road, Saint Louis, MO.

Member Exchange

For sale. My personal collection of checks and a large check inventory. For price E-mail:nsowards@juno.com or phone (260) 745-3658. **Neil Sowards**. 548 Home Ave., Fort Wayne, IN 46807-1606.

Wanted: US Government checks and Wisconsin financial documents. **James A. Downey**. 1534 Pennsylvania Street, Sturgeon Bay, WI 54235. E-mail mufelika@itol.com.

Trade/buy/sell any financial paper from any USA town named Wausau, Wausa, Warsaw or Poland. **Terence Kafka**. 885 Spring Rd., Mosinee, WI 54455.

Collector seeking St. Louis, Missouri checks from the following National Banks: Twelfth Street, Telegraphers, Broadway and Washington. **Ron Horstman**. 5010 Timber Lane, Gerald, MO 63037.

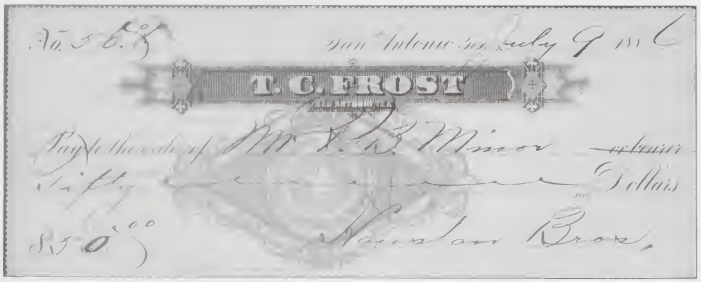
New member is interested in pre-1950 Wisconsin checks. Will purchase or trade for any needed. **Tom Casper**, 3581 S. 75 St., Milwaukee, WI 53220-1137 E-mail tcasper57@hotmail.com.

Collector needs old Philippine TREASURY checks, 1900-1915, with portrait of Gen. LAWTON or Pres. McKINLEY. Top prices paid for nice examples, $100 and up. Send checks or photocopies for my offer. **C.M. Nielsen**, PO Box 71005 Salt Lake City, UT 84171-0005.

Exchange postings will be taken from ASCC members who are collectors only. Postings of 20 words or less are free; please remit $3 each issue for postings of 21 to fifty words. Name and address do **not** count toward the 20 words.

Neither the Editor nor the ASCC can be responsible for compliance with any promises made in postings, or in response to them. Be very clear as to the value you place on your material when discussing a trade. Fairness and common courtesy are to be expected, but common sense must rule.

A Find on the Internet

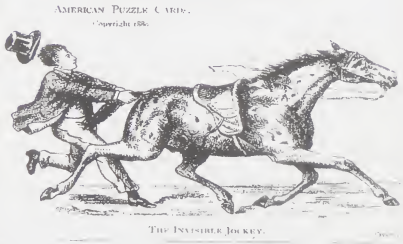


An August Gast & Company facsimile imprint on a check from Texas.

Ruth A. Miller Knott,
Ephemerist
YESTERDAY'S MEMORIES, NOSTALGIA, PASTIMES, INDUSTRY, HOLIDAYS, CAPTURED AND RECORDED IN HISTORY.

Historic, Charming, Lovely Items awaiting your perusal and delight

1248 Ash Street
Lynden, WA 98264
Phone: (360)-318-8193 E-Mail: ruthie@nas.com
Latest list of Americana $1.00



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PORTLAND, OR 97207
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e-mail:beverlyhills@earthlink.net

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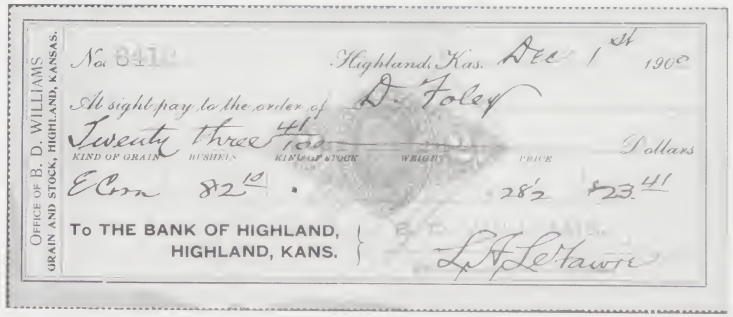
Conatct: SPMC Secretary, PO Box 7155, Albany, NY 12224-0155

A Find on the Internet


Office of B. D. Williams
Grain and Stock, Highland, Kansas.
No. 841
Highland, Kas. Dec 1st 1902
At sight pay to the order of D. Foley
Twenty Three 41/100 Dollars
Kind of Grain Bushels Kind of Stock Weight Price
E Corn 82 10 28½ $23.41
To THE BANK OF HIGHLAND, HIGHLAND, KANS.
L N Le Tawre

A check designed to be used for grain or stock transactions. This one was used to pay for corn.

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- Canadian Revenues

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- By approval

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- Stocks & Bonds
- Checks & Drafts
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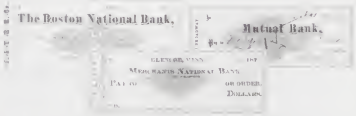

When it comes to finding the difficult material you need like wonderful early checks I always turn to us first – especially now that we feature revenue stamped paper on our website. **And Don't Miss The Bi-Monthly Auctions At Our Site!**

Eric Jackson

P.O. Box 728 • Leesport PA 19533-0728
(610) 926-6200 • Fax: (610) 926-0120
Email: eric@revenuer.com

www.ericjackson.com